

CLARIFICATION QUESTIONS
DTFAAC-10-M-00002

Would you be able to advise if this is a new or existing requirement? The Be-300 ProLine 21 Avionics training requirement is new.

Would you be able to provide any additional information regarding the size and value of the current contract?

Training for the Be-300 ProLine 21 Avionics fleet starts at 10 increasing to 80 per year at the end of the 5-years.

Also, the draft PWS indicates that "the contractor is required to provide names of ground school instructors" for approval. Is this a pre-award or post-award requirement, i.e., do instructors need to be bid as key personnel in solicitation response?

Yes, this is pre-award information as these instructors have to be approved by FAA before they can train our pilots.

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Be-300 ProLine 21

1. Can you provide an estimate of the pilot training volume and timing?
 - a. When would training be required to start?
 - b. Is FAA considering a multi-year contract or single year?
 - c. How many initial/type ratings in a given period
 - d. How many recurrent trainings in a given period?

1.a—Current contract expires December 12, 2010, this one would start December 13, 2010.

1.b – current estimate if for a base year with 4 one-year options.

1.c/d—	Base	1st	2 nd	3 rd	4 th
Initial	5	5	8	8	8
Recurrent	5	35	72	72	72

2. Can you explain why a Level-D simulator is required vs. a Level-C or Level-D simulator? Level-C simulators grant the same training credit and the typically the FAA requires Level-C or Level-D.

Aviation System Standards has set a Level D simulator as the standard for training across all fleets.

3. Section 1.8.6:
 - a. Why is there a requirement for a Level-4/5 or higher Cockpit Training Device? If a 142 Training Center has the Hawker Beechcraft 300 Super King Air Type Rating program approved (142) without a level-4/5 procedures trainer, then

why is a piece of equipment required that wouldn't even be used as part of the approved program??

Aviation System Standards has set this device as a requirement for the training of our crewmembers.

b. If it's required for this contract, For how many hours must the trainer be used?

This device must be made available to all crewmembers attending an initial type rating course to provide the students opportunity to become familiar with instrument and switch positions and their responses/actions. No time requirement has been specified in the curriculum.

c. Since a Level-C or D simulator is "higher" than Level-4/5 and meets the definition provided for "Cockpit Training Device", I would assume using a full simulator (up to the level-D simulator that would be used for the flight training) would be acceptable. Please confirm that this is an accurate assumption, and if it isn't please let me know what level is "too" high.

A Level D simulator would more than meet this requirement if it is made available to students during reasonable hours. If the only time that it is made available is during the early hours of the morning, then it would not be considered "available" and would, therefore, not meet this requirement.